

TERRIBLE DEATH UNDER AN ENGINE

**Brakeman C. A. Barnett Loses
His Life Near Supai on the
Santa Fe Pacific.**

FALLS BENEATH A MOVING ENGINE

**Coroners Jury Verdict Rendered
is Accidental Death. Holds De-
ceased Responsible for the
Sad Accident.**

A terrible accident occurred on the hill west of town last Tuesday evening just as extra freight No. 77, east bound, tipped over the hill this side of Supai. As is customary in the running of trains over this mountain, a pusher engine had assisted the train up the hill from Ash Fork. The work of uncoupling the engine from the train just as they tip over the hill is usually part of the duty of the rear brakeman, and it was in the performance of this duty—though he alone was to blame—that Brakeman C. A. Barnett lost his life.

The following is, in part, the testimony of Conductor W. R. King, who had charge of the train, regarding the accident:

"While we passed Supai tank I went to the head end, where I had a little work to do. I told Brakeman Barnett to cut off the helper, and then went forward to the engine. After he had done so, he got on top of the caboose and leaned over to see that the couplings were broken. Then we tested the air and took up the slack in the train. This slack ran up on the train and he fell off. I did not see the accident, myself; all I know about that, is what Engineer Brown, in charge of pusher engine No. 991, told me."

The testimony of all the witnesses called was practically the same. All agreed that Barnett lost his balance and fell from the rear of the caboose to the track below, and that as the pusher was but a little distance in the rear, it was impossible to avoid the accident. The engine had passed almost entirely over him before a stop could be made. Engineer Brown then signalled the train, which came to a stop some 300 yards further down the mountain. The trainmen removed Barnett from beneath the engine, placed him in the caboose and brought the remains to this city. A jury was immediately empanelled by Coroner M. L. Ranney, to enquire into the cause of the death, and after taking the tes-

timony of the witnesses, the following verdict was returned:

WILLIAMS, ARIZ., Aug. 20, '01.

We, the undersigned jurors, hereby agree, from the evidence of the train crew on east-bound freight, that C. A. Barnett came to his death accidentally, falling from the east-bound freight train, and that the engine, No. 991, pusher on the hill, ran over him; and we agree that no blame, whatever, is attached to the Santa Fe Pacific railroad company.

MOSE MESICK, Foreman,
M. A. ROSS,
C. C. HODGES,
G. GIDDENS,
M. J. ROUNSEVILLE,
A. J. WARD.

Mr. Barnett was a young man of about 26 or 27 years of age and was well liked by all who knew him. The sudden death comes as a heavy blow to his parents, who reside in Albuquerque, and with whom he made his home. The remains were shipped to Albuquerque on No. 8 Wednesday morning for burial. The funeral was held Wednesday afternoon from the residence of his sister, Mrs. Allen, 800 East Silver avenue. Many friends of the young man and of the family will be extremely sorry to hear of the sad termination of a useful and promising life.

Notice to Teachers.

OFFICE OF THE COUNTY
SUPERINTENDENT.

FLAGSTAFF, ARIZ., Aug. 12, 1901.

An examination for teachers' territorial certificates will be held at the public school building in Flagstaff, Coconino county, on Monday and Tuesday, September 2 and 3, 1901. Daily session each day from 9 to 12 a. m. and from 1 to 4 p. m.

N. G. LAYTON,
County Superintendent.

NOTICE.

Messrs. C. A. Neal and L. H. Dawley having purchased THE WILLIAMS NEWS, the patronage, location and good will of the same, all business for the paper in the future will be by them. All accounts now due the NEWS, with the exception of subscription accounts, will be paid to George U. Young. All due and past due subscription accounts are to be paid Messrs. C. A. Neal and L. H. Dawley. All accounts against the NEWS to date will be settled by George U. Young.

GEORGE U. YOUNG,
C. A. NEAL,
L. H. DAWLEY.

Dated at Williams, Ariz., August 3, 1901.

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